

BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – OCTOBER 16, 2007

The Meeting was called to order at 7:30 by John Carman.

Items Requiring Future Action

1. Confirm timeline for Review and Comment on Draft EIS
2. Discuss Committee Role in Review Process
3. NNMC briefing on Draft EIS when released.
4. Committee deliberations on Draft EIS
5. Process map and chart of organizational relationship among various governmental agencies.

Meeting Summary

- Phil Alperson provided brief updates on several matters:
 1. The webs site is up!
 2. Phil and John appeared at MNCPPC to discuss BRAC. Strong concerns were expressed bt Planning Board members about lack of funding and the need for Congress to intervene.
 3. The annual "Road Show" in Council Chambers was hosted by the County's Annapolis delegation. MDOT-SHA and MTA discussed the County's annual transportation project requests; however, at this time there are no funds available for new projects. Sec. Porcari emphasized that the O'Malley Administration understands that the County has new high priority needs relating to BRAC, and that our situation is unique due to the urban nature of this BRAC and that it involves Walter Reed and the returning wounded from Iraq and Afghanistan. Delegate Bronrott expanded on this in a statement to the State officials. SHA gave update on Purple Line and Corridor City Transitway projects, both of which are being studied; the Administration is in the process of reassessing the ridership estimates, in the belief that the previous methodology was not accurate.
 4. County Executive Leggett submitted the County's BRAC-related transportation requests to the Governor's BRAC Subcabinet, using recommendations from the Committee as the basis. **The list, in priority order, is attached at the end of this Summary.** Submissions are considered a "work in progress" and may be amended as the Subcabinet attempts to cobble a state-wide BRAC action plan. Phil noted that the County submitted three additional requests after the deadline, including a request for \$16 million towards the construction of a North County Bus Depot (the total cost of which would be \$80 million) in the event the County, rather than NNMC, provides shuttle bus service to NNMC. Pat Baptiste observed that the request for the Bus Depot funding could be viewed as an attempt to exploit BRAC to obtain funds for a non-BRAC project. There was discussion on the funding process for State projects. BRAC requests from other Counties consist mainly of projects already on the state's Consolidated Transportation

Plan (CTP) and are in the pipeline for potential funding, but Montgomery County's requests were unanticipated and therefore are not on the CTP.

5. The BRAC Subcabinet will be in at UMD Shady Grove on Thursday, the 18th. County Executive Leggett, Royce Hanson and Art Holmes will have 20 minutes total to lay out the case for the State to make Bethesda BRAC a high priority for project funding. MDOT Sec. Porcari will also give a presentation. There will be an open mike for public comments or questions.
- Ilaya Hopkins gave a presentation on behalf of seven neighborhood associations represented on the BRAC Committee. The group drafted a "Joint Resolution of Community Concerns and Priorities" and a list of "Top Community Concerns and Desired Traffic Mitigation Measures," **which are attached in full at the end of this Summary.**
- The Committee heard presentations about the EIS process and "lessons learned" from other BRAC community committees. The panels included:
 1. Mark Canale, BRAC Coordinator for Fairfax County
 2. Betsy Bretz and Mike Levin representing LABQUEST, an organization that was established after a previous BRAC-mandated closure of the Naval Surface Warfare Center (NSWC) at White Oak, to help coordinate redevelopment of the site.
 3. Lee Paddock, Associate Dean for environmental studies at George Washington University School of Law.

Mark Canale discussed Fairfax County's approach to BRAC and the EIS process. Fairfax County is home to Fort Belvoir, site of perhaps the largest BRAC action in the country. Fort Belvoir is gaining many thousands of new jobs and has many transportation and infrastructure challenges. Mark noted that Fairfax County had a strong and active BRAC Committee, including the active participation of ranking military and Congressional officials, but there is no statewide coordination among the many BRAC-impacted communities in Virginia. He also noted a positive working relationship with the Army leadership at Fort Belvoir. **Mark's PowerPoint presentation has been added to the County's BRAC website on the Walter Reed/EIS page.**

LABQUEST is a community association that evolved from the LRA (Local Redevelopment Authority) that had been established by then-County Executives Doug Duncan and Wayne Curry to help with the transition of NSWC/White Oak into the Federal Research Center, home of the FDA. Transportation, environmental clean-up, historic preservation and growth and development issues were among the many challenges discussed by Betsy and Mike. The community worked well with local and federal officials to coordinate the transition of the site and encourage positive uses.

Lee Paddock stressed two important points for the Committee when it reviews the EIS: consider the adequacy of the analysis and the effectiveness of measures proposed by the

Navy to mitigate BRAC impacts. He also encouraged the Committee to remain engaged in the process after the EIS review is completed, such as funding and enforcement issues. He also said that, under the law, if the Army identifies a specific mitigation measure then it must include a line-item in its budget for that mitigation. However, a line-item doesn't equate actual funding and the Committee may want to lobby the appropriate funding sources.

- Captain Malanoski gave a presentation on construction and design concepts for NNMC and an update on the status of the Environmental Impact Statement (EIS). As had been discussed in previous Committee meetings, major construction will include a new outpatient building north of the historic Tower, renovations and an addition to a medical building on the south side, and two new parking garages to the east. Housing for 300-350 outpatients will be constructed. Captain Malanoski noted that WRAMC currently has on-campus housing for 700 outpatients, but that outpatients at the new WRNMMC will be transitioned more quickly to sites closer to their homes. There may be additional new construction, pending decisions by the Deputy Secretary of Defense and others. Captain Malanoski announced that the Draft Environmental Statement is on track to be released in the first or second week of December. He said that completion of BRAC construction at NNMC is of the highest priority at the Pentagon, which views this project as part of the country's effort to win the war in Iraq. Therefore, it is the Pentagon's goal to complete this project as quickly as possible and to mitigate transportation impacts, which is essential in order for the hospital to operate effectively.
- Public comments: Mal Rivkin expressed his strong concern that a Draft Table of Contents for the Draft EIS did not address "Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures," as required by the Council on Environmental Quality. **Mal's written statement is attached at the end of this Summary.**
- Tom Smith of the Maryland Dept. of Business and Economic Development (DBED) expressed his strong concern that the potential December release of the Draft EIS and subsequent reviews of the Draft and Final EIS, would be incompatible with the 90-day session of the Maryland General Assembly that will commence in January. He said that the Assembly would adjourn before a Record of Decision is issued, making it impossible for the upcoming Assembly session to include BRAC-related projects in the state budget.
- The meeting was adjourned at 10:00 p.m.
- The next regularly Committee meeting is Tuesday, November 20, at 7:30 p.m. at the BCC Services Center.

Committee members in attendance, October 16, 2007:

Phil Alperson, County BRAC Coordinator

Stan Schiff (for Jon Alterman), Bethesda Parkview Citizens Assn.

Pat Baptiste
John Carman, Committee Chairman
Royce Hanson, MNCPPC
Ilaya Hopkins, East Bethesda Citizens Assn.
Ginanne Italiano, GBCCC
Richard Lashley, Bethesda Urban Partnership
Janet Maalouf, Maplewood Citizens Assn.
George Milne (for William McGlockton), Stone Ridge School
Deborah Michaels, Glenbrook Village Homeowners Assn.
Ron Spalding (for Sam Minnitte), MDOT
Patrick O'Neill, GBCCCC
Mike Plantamura, Chevy Chase View
Mohammad Siddique, DPWT
David Smith, Western Montgomery County Citizens Advisory Board
Paul Thaler, Locust Hill Citizens Assn.
Daniel Wheeland, NIH Facilities

Ex-officio:

Joan Kleinman (Rep. Van Hollen)
Captain Mike Malanoski (NNMC)
Ollie Oliveria (NNMC)
Sue Tabach (Sen. Mikulski)

Other attendees

Betsy Bretz (LABQUEST)
Mark Canale (Fairfax County DOT BRAC)
Jim Chandler (Fairfax County DOT)
Gerald Cichy (MTA)
Dennis Coleman (NIH)
Mike Levin (LABQUEST)
Allen Myers (Maplewood Community)
Lee Paddock (Maplewood Community)
Brad Pearson (The Gazette)
Mal Rivkin
Deborah Snead (BCC Services Center)
Pete Tamilin (Booz Allen Hamilton)
Stephanie Yanovitz (SHA)

**MONTGOMERY COUNTY'S PROPOSED BRAC-RELATED TRANSPORTATION
INFRASTRUCTURE FUNDING REQUESTS FOR BRAC SUBCABINET
(revised 10-15-07)**

- 1) Construct new entrance to the Medical Center Metro station on east side of MD 355 to enhance transit and pedestrian access to NNMC.

ESTIMATED COST: \$20 million (transit-WMATA)

- 2) Comprehensive MD 355 and Related Corridors study, including MD 187 and MD 185 and extending the study area north to Montrose Road and south to MD 410. Study should include but not be limited to the following potential improvements (grade separated intersections where appropriate):

i) Improve MD 355 in the vicinity of NNMC: improve turn lanes, entrances and pedestrian access to facilitate on-off movements while keeping through traffic flowing in a pedestrian friendly setting.

ii) Intersection improvements with turn lanes at Cedar Lane @ MD 355.

iii) Intersection improvements with turn lanes at Jones Bridge Road @ MD 355.

iv) Study potential increases in BRAC-related traffic and mitigations at MD 185 @ I-495 Beltway interchange.

ESTIMATED COST, i-iv: \$32.9 million (roads-SHA)

v) Intersection improvements with turn lanes at Jones Bridge Road @ MD 185. SHA has studied.

ESTIMATED COST for v: \$6.3 million (roads-SHA)

vi) Intersection improvements at Old Georgetown Road (MD 187) @ Cedar Lane.

ESTIMATED COST for vi: \$5.6 million (roads-SHA)

3. Enhanced Ride-On service, including satellite parking to intercept traffic before it reaches the area with frequent shuttles to NNMC. Potential sites include State ROW at MD 185 @ I-495 and lot at MD 355 @ Montrose Road. Identify other sites, including Upcounty. Increase use of Intelligent Transportation Systems.

ESTIMATED COST: \$5.3 million (transit-MTA)

4. **Phase II grade separated interchange at MD 355 @ Cedar Lane.**
ESTIMATED COST: \$70 million (roads-SHA)
5. **Grade separated interchange at MD 355 @ Nicholson Lane.**
ESTIMATED COST: \$70 million (roads-SHA)
6. **If NNMC fails to provide dedicated shuttle bus service, then Montgomery County would request \$16 million towards expanding bus capacity. The County plans to construct a new \$80 million bus depot in order to increase its fleet to meet future demand. The County estimates that 20% of the capacity would go towards NNMC shuttle service.**
ESTIMATED REQUEST: \$16 million (transit-MTA)
Estimated total cost of project: \$80 million
7. **With DOD, study the feasibility of an off-ramp on I-495 directly to NNMC campus between MD 355 & MD 185.**
STUDY; Construction Funds Not Yet Requested (DOD/SHA)
8. **Continue studying the Purple Line and Corridor Cities Transitway expeditiously.**
STUDY; Construction Funds Not Yet Requested (MTA)

TOTAL TRANSIT: \$41.3 million

TOTAL ROADS: 184.8 million

TOTAL: 226.1 million

OTHER PROJECTS (County or NNMC responsibility):

9. **COUNTY: Additional and enhanced bike and pedestrian paths around perimeter and along main roads to campus, and link to Capital Crescent Trail; complete bicycle master plan.**
10. **NNMC: Construct on-base housing for outpatients and families to relieve increased outpatient traffic burden; provide shuttles to transport resident outpatients and families to nearby amenities.**

11. NNMC: The State and County should work with NNMC to ensure and monitor the implementation by NNMC of an effective Transportation Demand Management (TDM) plan that encourages the use of transit and discourages the use of single-occupancy vehicles.

12. NNMC: Upgrade entrances to NNMC; move gates back to help prevent traffic bottlenecks on public roads; include kiss-and-ride drop-off and separate security check for transit riders.

13. NOTE: Several of the proposed mitigations listed above are located on or adjacent to the grounds of NNMC; therefore, DOD should share responsibility for these projects:

- **Item #1: To enhance transit and pedestrian access to NNMC, construct new entrance to the Medical Center Metro station on east side of MD 355.**
- **Item #2(i): Improve MD 355 in the vicinity of NNMC: improve turn lanes, entrances and pedestrian access to facilitate on-off movements while keeping through traffic flowing in a pedestrian friendly setting.**
- **Item #2(ii): Intersection improvements with turn lanes at Cedar Lane @ MD 355.**
- **Item #2(iii): Intersection improvements with turn lanes at Jones Bridge Road @ MD 355.**
- **Item #2(vi): Upgrade entrances to NNMC; move gates back to help prevent traffic bottlenecks on public roads; include kiss-and-ride drop-off and separate security check for transit riders.**
- **Item #4: Phase II grade separated interchange at MD 355 @ Cedar Lane.**
- **Item #7: With DOD, study the feasibility of an off-ramp on I-495 directly to NNMC campus between MD 355 & MD 185.**

TO: Members of the Montgomery County BRAC Implementation Committee (BIC)
FROM: A Coalition of Navy Med (NNMC) Neighbors
RE: Joint Resolution of Community Concerns and Priorities
DATE: October 16, 2007

At the recommendation of the Department of Defense Office of Economic Adjustment (OEA), Montgomery County established a community task force to "identify community impacts from the [NNMC BRAC] expansion, as well as coordinate initial assessments of important BRAC-related community issues."

According to the Executive Order issued by County Executive Ike Leggett on February 23, 2007, the Task Force has the following purposes:

- Serve as a clearinghouse for timely and accurate information on the BRAC expansion project at the NNMC campus
- Provide leadership and build consensus within the community to coalesce diverse interests and address stakeholder issues
- Provide an opportunity for interaction and information sharing among representatives of the military, the government, and the residents
- Insure that all issues with community impact are addressed in a comprehensive planning context
- Insure that impacts on the community are adequately addressed, and quality of life is maintained for NNMC employees, patients, visitors and neighbors and
- Coordinate federal, state and local regulatory and funding efforts to insure that appropriate resources are used to achieve community goals.

We as individuals and as a group are committed to making BRAC work. All community members invited to serve on the Task Force have faithfully attended monthly meetings and actively participated. Collectively, we represent over 3,000 residents and concerned citizens in the neighborhoods immediately adjacent to the base. We provide a unique perspective that the County can leverage as a way to gain insight and input from those most directly affected by the outcomes.

It is, therefore, of grave concern to us and our communities that the task force is not achieving its original purposes. We have not been afforded the opportunity to review the analyses being conducted nor the preliminary conclusions being reached with regard to our primary concern -- traffic congestion in an already overcrowded and stressed area. The community will bear the brunt of decisions made and yet we, its representatives, continue to be excluded from key parts of the discussion. Several times we have been presented with lists of specific mitigation efforts

without a clear understanding of how those details have been derived and why certain projects might outrank others. Consultation has been pro-forma rather than real, and expressed concerns have not found their way into the "consensus" positions advanced by the Task Force staff.

Going forward, we request assurances that the concerns of county residents most affected by impending changes at NNMC will be considered fully and given a thorough vetting as the County plans its strategy.

Attached is a list of top concerns and priority-ranked traffic mitigation measures that we – the adjacent and nearby communities - support. This is in response to the list generated by the BIC and sent forward to County Executive Leggett on October 1, 2007, which did not fully capture the views of community representatives. The attached list more accurately reflects the priorities of the neighbors of NNMC, especially with regard to possible traffic mitigation measures. We welcome a further discussion of these priorities and their ranking once relevant traffic data and analysis is made available to all the members of the committee who are working on this.

We applauded the County Executive's creation of this committee. In order to ensure that it is both an aid to county planners and an instrument for helping preserve the quality of life that makes Montgomery County a desirable place to live, we respectfully request that the County recommit itself to incorporating the community perspective into ongoing work of the committee.

Signed,

Bethesda Parkview Citizens Association

Chevy Chase View

East Bethesda Citizens Association

Glenbrook Village Homeowners Association

Locust Hill Estates Citizens Association

Maplewood Citizens Association

Stone Ridge School

Top Community Concerns and Desired Traffic Mitigation Measures

- Communities represented on the BIC are committed to make BRAC-related expansion work for all concerned.
- The main focus of any mitigation effort should be to decrease the amount of vehicular traffic on arterial roadways surrounding the base. The list below contains specific projects, in rank-order of our priorities, based on information we have to date:
 1. Immediately and urgently embark on a feasibility study of a dedicated entrance/exit to the base from the I-495 Inner Loop (including the possibilities of modifying the Connecticut Ave. exit and building a dedicated exit) and gain the commitment from the Navy that such an exit, if built, will be the primary entrance/exit for employees, contractors and patients and visitors.
 2. Immediately begin to improve vehicular access to the base at key entrance and exit points so that lines of waiting cars do not continue to obstruct the flow of traffic. For example, expand and widen the left turn bay on southbound Rockville Pike into the North entrance of NNMC and build dedicated turning lanes on entrances on Jones Bridge Road.
 3. Make mass transit more attractive by building an additional Metro entrance on the east side of Route 355 and building a pedestrian bridge or tunnel to provide safe and convenient passage across Route 355. The county and Navy also need to work together instituting shuttle bus services and subsidizing mass transit.
 4. Immediately commission independent studies on how existing roads can be altered to carry increased vehicular traffic, especially but not limited to the stretch from the Rockville Pike exit on 495 to Jones Bridge Road.
 5. Fund bicycle and pedestrian enhancements that will encourage visitors to NNMC and others to use mass transit and alternate means to access the base.
 6. Demand good Traffic Demand Management (TDM) practices on the part of the newly integrated medical facility.
- Given the BRAC federal mandate and its related traffic implications, Montgomery County must review proposed development and future development plans along the Route 355 corridor (downtown Bethesda, N. Bethesda, etc) and the surrounding areas to fully assess their potential effect on the area in terms of expected transportation and traffic congestion.
- The BIC must actively engage the public in the discussion by educating citizens about the potential impacts and the critical role they can play in providing input to the process.

**Statement of M.D. Rivkin, AICP, at the BRAC Committee of Oct. 16,
2007**

I am Malcolm D. Rivkin, a resident of Bethesda, particularly a resident of Battery Park, among the several neighborhoods to be affected by BRAC. I also teach NEPA and the EIS process to graduate students at the University of Maryland University College. I have been involved in EIS, substantively, for over 25 years – two of which have been more complicated in BRAC in Bethesda.

I always advocate to my students to emphasize and describe the particular context of the environment that the action affects. In part 1502.16 of the CEQ guidelines on EIS it is stated in Section g. as follows:

“Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures”

The context of the environment around Bethesda Medical is “Mature and settled neighborhoods very close to the Central Business District”

Nowhere in the table of contents that Phil sent us a week ago are the impacts on mature and settled neighborhoods or the Central Business mentioned. My question is the Government going to continue this fiction in the DRAFT EIS or is the Government going to analyze the impacts on mature and settled neighborhoods and the CBD beyond traffic...dealing with tranquility, land use, and values?